

रेल यंत्रालय तथा संसदीय कार्य यंत्रालय में उप यंत्री (श्री मल्लिकार्जुन) : (क) और (ख). जब कोई टिकटधारी यात्री आरक्षण सहित या बगैर आरक्षण के यात्रा कर रहा होता है, और उस गाड़ी के लेट हो जाने के कारण जिससे उसने यात्रा की थी, किसी जंक्शन स्टेशन पर मेल लेने वाली गाड़ी छूट जाती है तो ऐसी स्थिति में उस जंक्शन स्टेशन पर यात्रा के शेष भाग का किराया वापस कर दिया जायेगा और इसमें से यात्रा रद्द करने का शुल्क नहीं लिया जायेगा, बशर्ते कि उससे जिस गाड़ी से यात्रा की हो उसके पहुंचने के ठीक तीन घण्टे के भीतर टिकट वापस कर दिया हो।

#### Wagon Supply to Morvi Roofing Tiles Association

6104. SHRI NAVIN RAVANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received complaints from the Morvi Roofing Tiles Manufacturers Association of Morvi (Gujarat) as well as from Morvi Chamber of Commerce and Industries, Morvi (Gujarat) in regard to (i) non-availability of wagons, (ii) insufficient wagons, (iii) loading and unloading of their wagons, etc;

(b) if so, the details of such complaints received during the period from 2nd January to 28th February, 1981;

(c) the action taken thereon and outcome thereof; and

(d) what further action is proposed to be taken in this regard?

THE DEPUTY MINISTER OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) Yes.

(b) The complaint received was that a rake of coal loaded for Morvi Roofing Tiles Manufacturers Association was intercepted by the Railways.

(c) and (d). Western Railway intercepted certain coal wagons meant for Morvi Roofing Tiles Manufacturers Association and used them in various loco sheds on Western Railway in order to avoid cancellation of train services. Coal loading Railway has already been advised by them to make good the wagons so intercepted.

#### Transportation of Foodgrains by Railways

6105. SHRI CHINGWANG KONYAK: Will the Minister of RAILWAYS be pleased to state:

(a) the railway route adopted for sending rice, wheat, other food-stuffs and essential items to the North-Eastern states from Punjab and Haryana;

(b) the average time taken in transportation of these items; and

(c) the steps taken to reduce the transportation time in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) As per extant orders (contained in Rationalisation Scheme General Order No. 1 of 1981 in force from 1-2-1981), the Railway Administration shall carry, unless it is necessary to divert such wagons for operational reasons after consignment has been booked, any goods or class of goods from broad gauge and metre gauge stations on Northern Railway serving Punjab and Haryana to broad gauge and metre gauge stations in North Eastern States served by North-east Frontier Railway by the following railway routes:—

(i) Traffic from and via broad gauge stations on Northern Railway to broad gauge and broad

gauge metre gauge (dual gauge) stations on Northeast Frontier Railway is to be routed by all broad gauge route.

(ii) Traffic from broad gauge stations on Northern Railway for metre gauge stations on Northeast Frontier Railway to be routed via Garhara or via Malda whichever may be the shorter route. However, traffic in foodgrains from broad gauge stations on Northern Railway for metre gauge stations on the Northeast Frontier Railway is to be booked and routed via Malda.

(iii) All goods traffic from metre gauge stations on the Northern Railway to metre gauge stations on the Northeast Frontier Railway (except dual gauge stations on Northeast Frontier Railway) is to be routed by all metre gauge route.

(b) No statistics of the transit time taken for movement of essential commodities from Punjab and Haryana to North-Eastern States are maintained by the Railway.

(c) Decisions have recently been taken in consultation with the North Eastern States that principal commodities such as cement, salt and steel would be carried by the railways in broad gauge train loads to suitable stockyards in North Eastern Region from where further distribution will be arranged either by road or rail. With this arrangement, pressure on the transshipment points which were a bottleneck in movement will be reduced enabling improved supply of foodgrains to the North Eastern Region. The commissioning of the salt, cement and steel stockyards will also release capacity on the metre gauge. The released capacity on the metre gauge system would be utilised for carrying other goods of general consumption. A day-to-day watch is being kept on movement of foodgrains and other commodities both at the Railway Board's level and at the zonal Railways' level. With these steps, the movement of goods to

the region will be considerably speeded up.

### इटारसी में डीजल शंड

6106: श्री रामेश्वर नीहारा :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि इटारसी, मध्य प्रदेश डीजल शंड से अशोधित (उच्छिष्ट) बहता रहता है जिसे मरम्मत करने वाली इकाईयां खरीदती हैं ;

(ख) क्या इस अशोधित तेल का नीलाम किया जाता है; और

(ग) यदि नहीं, तो क्या सरकार का विचार इसे नीलाम से बचने का है ?

रेल मंत्रालय तथा संसदीय कार्य मंत्रालय में उप मंत्री (श्री मल्लिकार्जुन) : (क) रेलों द्वारा डीजल शंडों में कच्चा तेल नहीं संभाला जाता है। डीजल शंडों में एच० एस० डी और ल्यूव तेल इस्तेमाल किया जाता है। ल्यूव तेल को नाली द्वारा शोधन के लिए न्यू कटनी भेजा जाता है और इसे सवारी और माल डिब्बा डिपुओं और भाप शंडों में इस्तेमाल किया जाता है। सर्विसिंग के दौरान एच० एस० डी० तेल की कुछ मात्रा अन्य फ्लूएण्टों के साथ साथ निकल जाती है। इसे मुख्यतः डीजल पुर्जों की सफाई के लिए इस्तेमाल में लाया जाता है। नाली द्वारा लाया गया ल्यूव तेल